

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, November 20, 2019, 1:00 – 3:00 PM
Pioneer Valley Planning Commission, Springfield

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order and introductions took place around the room.

Recap of 2019 events – Pete thanked the MABPAB for all their help and valuable input this year, especially in plan implementation, pivoting off the official releases of MassDOT's Bicycle and Pedestrian Transportation Plans, which took place in July. Other highlights included two new rounds of Complete Streets Funding Program awards as well as the inaugural round of MassTrails grants announced in June. Both Moving Together and MassTrails conferences were also successes this fall with the former and the latter attracting nearly 1,000 and 350 attendees respectively. Pete also wished to acknowledge several MABPAB members who attended World Remembrance Day on November 17, paying respects to the 70 pedestrians and 5 cyclists killed and many others seriously injured by motorists on Massachusetts roadways in 2019.

Update on Regional MassDOT Bicycle and Pedestrian Projects – Laura Hanson gave a presentation (attached) about projects in MassDOT District 2 region (Western Massachusetts, including Springfield) highlighting several trail projects and on-road improvements. Discussion centered on the deployment of on-road bike lanes, with Laura explaining each project is unique with context sensitivity playing a large role. Right-of-way is always a concern, with examples including:

- Buffered bike lanes on Routes 5/10 in Deerfield as an ideal due to its flat, wide, straight alignment
- Improvements to Route 63 in Erving challenging due to its rural character
- Concerns expressed by some Westfield residents over winter maintenance of a new shared use path being constructed fronting their properties.

Potential updates to 2020 RMV driver's manual – Pete Sutton gave an introduction on the contents of the presentation (attached) and what kind of feedback was desired from the MABPAB. Identified as a high priority at the March meeting, MassDOT is seeking input from the group to help prioritize safety updates to the 2020 RMV driver's manual (updated twice a year in spring and fall). An optional brainstorming session was held the week prior with several MABPAB members taking part and offering up a list of 9 potential updates (in no priority order) for discussion at this meeting. The following is the list of desired updates with additional comments and suggestions bulleted below each one:

- A. No description of Rectangular Rapid Flashing Beacon (RRFB); deployed much more than Pedestrian Hybrid Beacon (which are typically deployed on roads with speeds greater than 40 MPH)
 - Once added, how will these updates be shared with the public? Annual press releases, manuals at every public library, presentations at schools and senior centers all suggested
- B. Change language under section Road Respect/Sharing the Road: *A little courtesy will not kill you and it will go a long way towards increasing safety on our roads.* Should include stronger language indicating crash severity could result in death or serious injury to more vulnerable roadway users such as a pedestrian or cyclists
 - Vulnerable users should also include age – children, elders
 - Financial incentives should also be included, such as unsafe driving results in increased fines, insurance rate hikes and eventual loss of license
- C. Under Parking Regulations, no restrictions about parking in a bike lane. Given the hazardous conditions of cyclists suddenly having to veer into travel lane, should be treated with the same weight as no parking in a bus stop, loading zone or taxi stand
 - Not to mention this has been passed into law!
- D. Add more/better visuals or photos between motorists and cyclists. Currently, graphics are basic aerial symbology that convey little detail (e.g. Dutch Reach)
 - Additional diagrams of other crash scenarios involving cyclists and pedestrians, such as left and right hook crashes
- E. *About 75% of bicycle-related deaths and disabling injuries could have been prevented if riders wore a proper bicycle helmet.* Does this language contain overtones of victim blaming? Should it be changed to put equal responsibility on the motorist?
 - More language that shifts responsibility and liability on motorists

- RMV needs to stop portraying vulnerable users as potential problems in their training modules
- F. Under Speed Limits, no language on the impacts of speeding on crashes involving bicycles and pedestrians – should show the exponential severity of crashes with increased speeds
 - Fatality stats should be added
 - Crash severity involving trucks and SUVs needs to be called out
 - Accident vs crash needs to be explained
- G. No description of Advisory Bike Lanes - located on streets that are too narrow for a full bike lane but still receive a considerable amount of bike traffic. They are dashed on one side to indicate that motor vehicles may use the lane space when necessary, but they must always yield to cyclists before doing so
 - Emphasize “people on bikes” over generic terms like cyclists or riders
- H. No description of bike signals and why they are necessary, i.e. to give cyclists lead time in particularly busy intersections with multiple turning movements
 - Infrastructure and safety correlation needs to be highlighted more
- I. No mention of:
 - Number of bike/ped-related questions when taking written driver’s license exam
 - Honking at cyclists
 - Group rides

Next Steps: Invite RMV representatives in charge of updates to January MABPAB meeting to better understand the internal process and to present the group’s desired additions to spring update

At-grade Shared Use Path Intersections in the Pioneer Valley – Jeff McCollough provided an overview (attached) on PVPC’s [2018 study](#) which was in response to its agency lacking sufficient existing data for shared use path crossings under its jurisdiction, including information in regional GIS, unclear maintenance authority and no crash studies. Next steps include:

- Identify recommendations
 - Review recent design guidance and best practices (e.g. [Idaho Stops](#))
- Coordinate with partners
 - Municipalities, MassDOT, DCR
- Ongoing data collection
 - Road and path volumes, crashes (e.g. landscaping treatments at crossings)

Mass Central Rail Trail feasibility study – Pete Sutton updated the group on behalf of the MassTrails Team - finalizing a feasibility study of the 55 mile mid-state section of the Mass Central Rail Trail (MCRT) between Belchertown and Berlin. The current ownership, condition, and existing use of the original MCRR corridor along this Central MA stretch varies greatly. Some sections have been converted to a shared-use path; some sections are in public ownership with an intact railbed. Other sections are active railroads while still others are now in private ownership and the original railbed has been obliterated or converted to different uses. The vision for the MCRT is to convert as much of the original 104-mile rail corridor as possible to an east-west, off-road, shared use path/greenway connecting Northampton to Boston.

Other announcements:

- Pete announced that the [2020 MassTrails Grant Round](#) is now open:
 - Applications due February 1st, 2020
 - Provides matching grants to communities, public entities and non-profit organizations to design, create, and maintain diverse network of trails
 - Generally range from \$5,000 to \$100,000 with grants of up to \$300,000 awarded to high priority projects.
- Updates are needed for [MassDOT's Bike Facility Inventory](#). All MABPAB members (especially regional planning agency staff) are welcome to review and send updates, additions or other changes to peter.sutton@state.ma.us

Next meeting: Wednesday, January 22, 2020 at State Transportation Building, Boston

- List of board members in attendance (see below)
- Other attendees (by phone*):
 - Laura Hanson (MassDOT D2)
 - Josh Grzegorzewski (FHWA)*

- Susan Draves (MassDOT D2)
- Karen Jones (Ashfield Conservation Commission)
- Brian Clark (Ashfield Conservation Commission)
- Jim Czach (Town of West Springfield)
- Andrew Krar (City of Springfield)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD

Board Member Sign-In Sheet

November 20, 2019 – PVPC

Member Name	Attended	Notes
Tom DiPaolo MassDOT-Highway	yes	
Andy Smith MassDOT-MBTA	no	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	no	
Dan Driscoll DCR	no	
Jackie DeWolfe MassDOT	no	On leave
Ben Wood DPH	yes	
Phyllis Cahaly MOTT	no	
Jeff McCollough MARPA	yes	
Betsy Goodrich MARPA	yes	By phone
Paul Chenard MARPA	yes	
Bryce Hoffman - Lowell Bike Coalition	yes	
Angela Johnson – T4MA	yes	
Keith MacDonald - South Coast Bikeway Alliance	yes	By phone
Galen Mook - MassBike	yes	
Amanda Chilson – Northern Berkshire Community Coalition	no	
Karin Goins – Walk/Bike Worcester	yes	
Seun Oluwole – Town of Stoughton	no	
James Fuccione - Mass. Healthy Aging Collaborative	no	
Cheryl Casper – Town of Great Barrington	yes	
Sam Squalia – Fitchburg City Council	yes	
Stacey Beuttell - WalkBoston	yes	By phone
Maureen White	no	
Morgan Drewniany – Town of West Springfield	no	

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